

Amendments to the Claims:

Claim 1 **(Cancelled)**

2. **(Currently amended)** ~~The frame structure for the automobile seat according to claim 1;~~
further comprising A frame structure for an automobile seat, comprising: a frame to be vertically
movably mounted on a vehicle floor; a lifter for adjusting a height of the frame; and a suspension
unit for absorbing vibration inputted to the frame; wherein the lifter is integrally formed with the
suspension unit and comprises a torsion bar to be rotatably mounted on the vehicle floor; wherein
said lifter further comprises a first link mechanism through which the torsion bar is connected to
the frame, and an operating means connected to the first link mechanism, wherein height
adjustments of a front end portion of the frame are carried out via the first link mechanism and
height adjustments of a rear end portion of the frame are carried out via a second link mechanism
by operating the operating means.

Claims 3 and 4 **(Cancelled)**

5. **(Previously presented)** The frame structure for the automobile seat according to claim 2
wherein the suspension unit comprises a magnet unit having a movable magnet and stationary
magnets.

6. **(Previously presented)** The frame structure for the automobile seat according to claim
2, wherein the suspension unit comprises a magnetic fluid damper.

7. **(Currently Amended)** The frame structure for the automobile seat according to claim 1
2, wherein said lifter is configured for selectively adjusting a height of the frame.

8. **(Currently Amended)** The frame structure for the automobile seat according to claim 1, wherein said lifter comprises a lifter operating mechanism, a first link mechanism connected between said lifter operating mechanism and a front end portion of said frame so as to adjust a height of said front end portion of said frame upon operation of said lifter operating mechanism, and a second link mechanism connected between said lifter operating mechanism and a rear end portion of said frame so as to adjust a height of said rear end portion of said frame upon operation of said lifter operating mechanism.

9. **(Previously presented)** The frame structure for the automobile seat according to claim 8, wherein said second link mechanism is connected between said lifter operating mechanism and said rear end portion of said frame via said first link mechanism.

10. **(New)** A frame structure for an automobile seat, comprising:
a frame to be vertically movably mounted on a vehicle floor;
a lifter for adjusting a height of said frame; and
a suspension unit for absorbing vibration inputted to said frame;
wherein said lifter is integrally formed with said suspension unit;
wherein said lifter comprises a torsion bar, and a user-operable adjuster mechanism operably coupled to said torsion bar such that operation of said user-operable adjuster mechanism causes twisting of said torsion bar; and

wherein said torsion bar is operably coupled with said frame to apply a lifting force to said frame, and such that twisting of said torsion bar causes change in a lifting force applied to said frame by said torsion bar.

11. **(New)** The frame structure for the automobile seat according to claim 10, wherein said lifter comprises a lifter operating mechanism, a first link mechanism connected between said lifter operating mechanism and a front end portion of said frame so as to adjust a height of said

front end portion of said frame upon operation of said lifter operating mechanism, and a second link mechanism connected between said lifter operating mechanism and a rear end portion of said frame so as to adjust a height of said rear end portion of said frame upon operation of said lifter operating mechanism.

12. **(New)** The frame structure for the automobile seat according to claim 11, wherein said second link mechanism is connected between said lifter operating mechanism and said rear end portion of said frame via said first link mechanism.

13. **(New)** The frame structure for the automobile seat according to claim 10, wherein the suspension unit comprises a magnet unit having a movable magnet and stationary magnets.

14. **(New)** The frame structure for the automobile seat according to claim 10, wherein the suspension unit comprises a magnetic fluid damper.